Exhibit 4-4

***Transit Now* Investments in Core Service Routes**

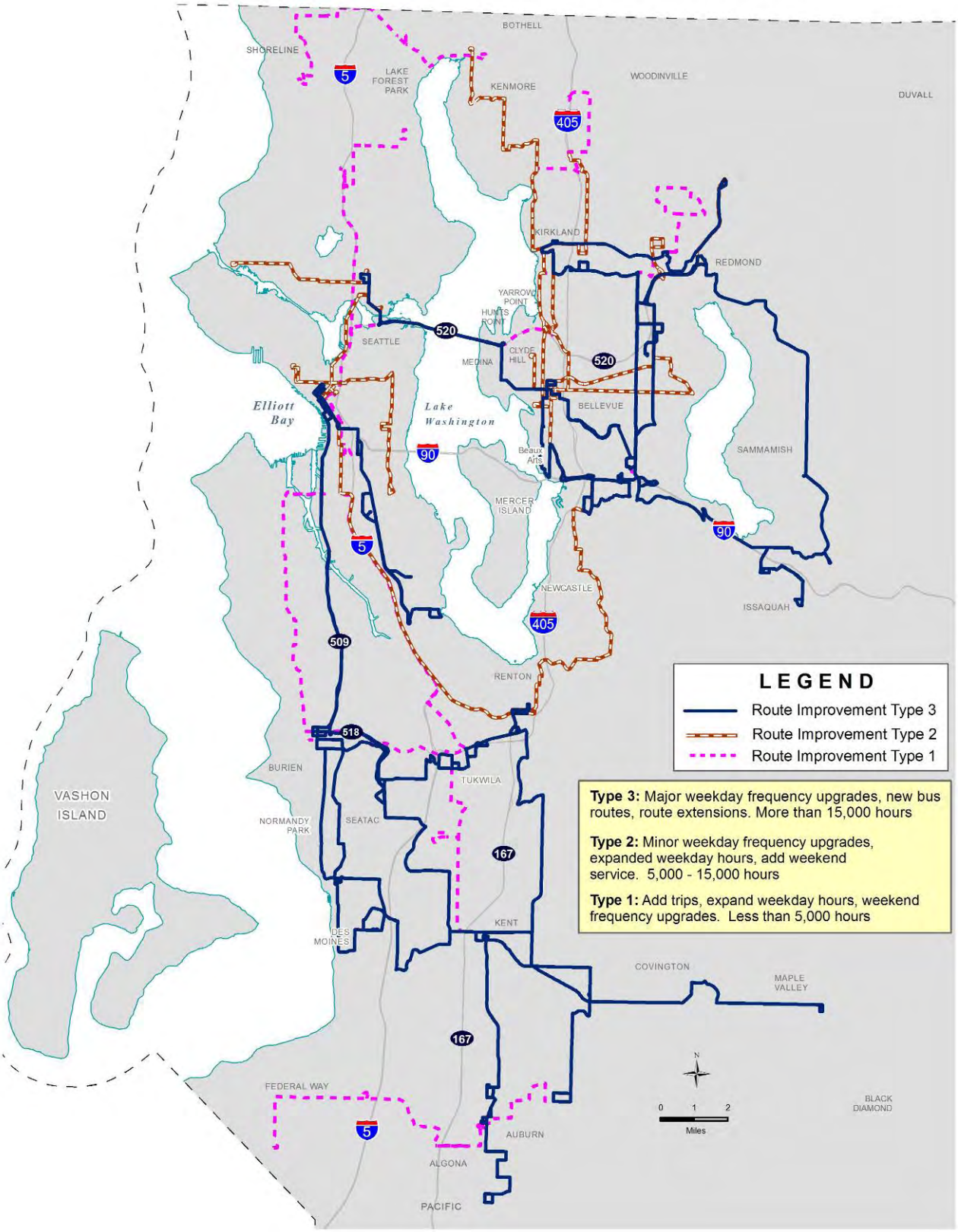
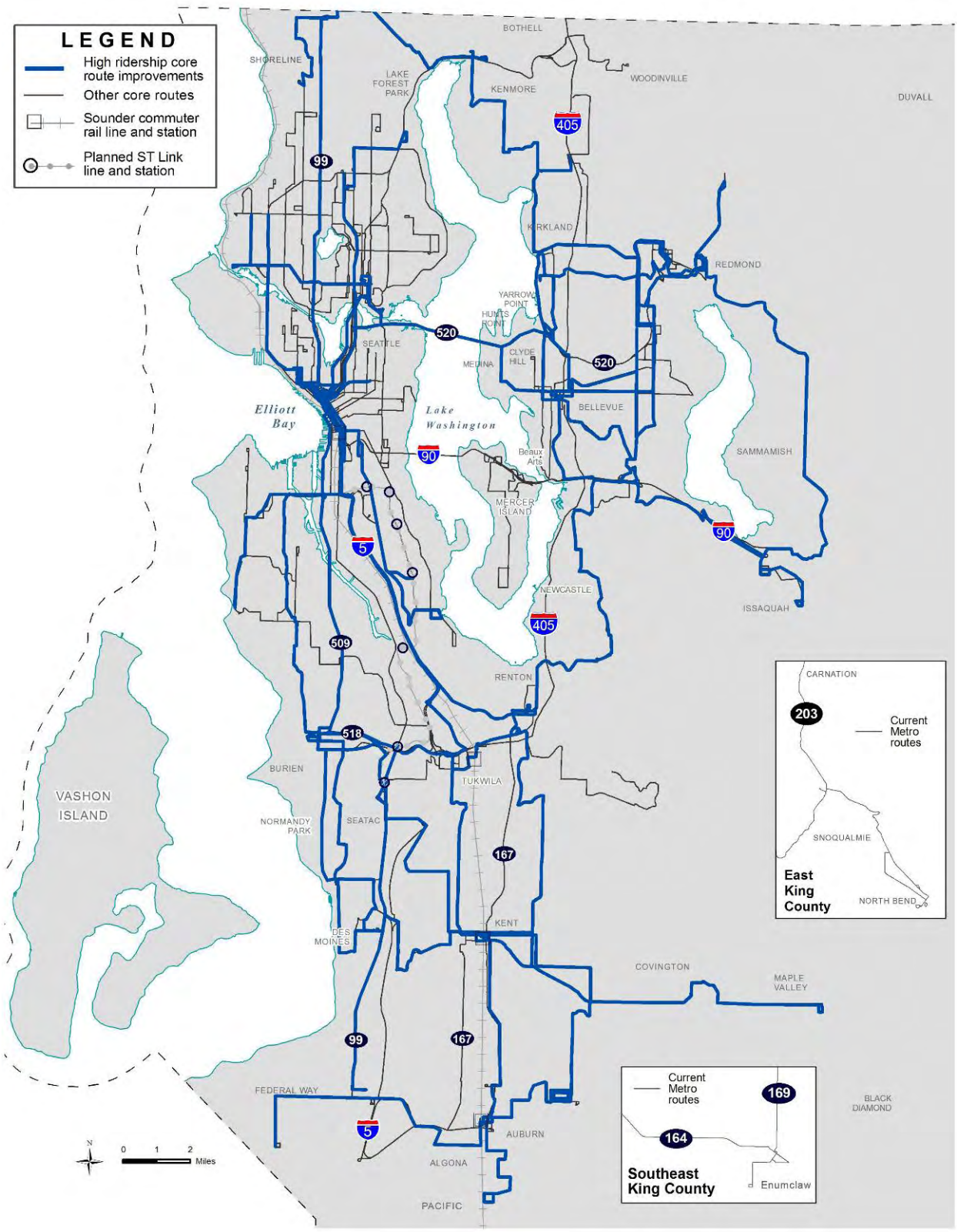


Exhibit 4-5
Core Service Corridors



Strategy S-4: Transit Improvements and Land Use

Identify areas of urban King County to become eligible for enhanced transit service when they meet the following criteria:

- **By meeting or exceeding prorated established housing and population targets, or**
- **By encouraging higher density development and pedestrian activity through adopted regulations and policies that promote mixed-uses, establish minimum densities, reduce parking requirements, and carry out other efforts that support transit supportive development.**

Preference will be given to areas that realize community or neighborhood development consistent with these criteria.

A major cornerstone of the Growth Management Act (GMA) is that transportation planning be consistent and complementary with local comprehensive plans, which include neighborhood plans for some cities. More densely developed areas require higher levels of transit service, and areas of contiguous urban development emerge as significant transit markets. This is especially true of those areas that will reach or exceed housing and employment targets as established by the Countywide Planning Policies.

Consistent with Destination 2030, additional transportation infrastructure and service is to be targeted to those areas that are accepting an increased share of the region's growth. In support of Destination 2030 and the GMA, *Transit Now* service improvements are targeted on core connection and RapidRide bus rapid transit routes that serve and connect centers and concentrations of population or employment in the Urban Growth Area (UGA). Additionally, transit service will be offered as an incentive to those jurisdictions that promote areas of higher density development, reduce parking requirements, and improve the pedestrian environment of their communities.

As transit investments are made to implement the *Transit Now* program, or as additional resources are freed up due to route consolidation or efficiency improvements, areas meeting the criteria cited in Strategy S-4 will be considered for enhanced transit service along with other criteria, such as strong ridership demand. Those areas that are able to satisfy many criteria simultaneously, such as strong ridership demand, meeting or exceeding targets, and promoting higher density development will be given the greatest preference for additional transit service if additional resources become available.

Strategy S-5: Bus Rapid Transit

Design, develop and implement RapidRide, a Bus Rapid Transit system identified in Exhibit 4-6. Pursue grant funds and work with local jurisdictions to leverage additional funds to enhance the service frequency, speed, reliability, amenity and identity of RapidRide services funding by the *Transit Now* program.

King County Metro is developing RapidRide in five corridors over the next ten years as part of *Transit Now*. RapidRide will provide improved frequency and a high quality of service that will significantly improve the customer's transit experience and make the transit system easier to understand and use. RapidRide incorporates transit service and facility improvements that achieve higher rider satisfaction than traditional bus services and will be designed to reduce travel times by 10-30 percent. Key features of RapidRide include:

- High frequency operation (target of 10 minutes or less during most hours of weekday operation)
- Faster, more reliable trip times obtained through HOV or Business Access and Transit (BAT) lanes, and/or priority at intersections through transit signal priority and queue jumps
- Improved shelter waiting areas with real-time information at stations
- Low emission hybrid diesel-electric buses
- Branded buses and facilities with a unique look and feel

Since the approval of *Transit Now* by King County voters, King County Metro has worked to further define further key attributes of RapidRide. This interdisciplinary planning work has including evaluation of other bus rapid transit projects elsewhere and multiple analyses evaluating how common attributes will affect Metro Transit service delivery. Planning and design work is currently underway to efficiently incorporate additional attributes of bus rapid transit, including:

- The option of three passenger doors and possible changes to the configuration of the coach interior in order to reduce delay caused by passenger turnover
- A potential change in fare payment policy to reduce dwell by allowing full utilization of passenger doors on inbound and outbound trips

- A potential proof-of-payment policy associated with changes in boarding, that enhances passenger security
- Stations and stops spacing similar to rapid transit systems elsewhere which allows for improvements of RapidRide to speed and reliability as well as to passenger safety and comfort

Further development of the RapidRide program will be a key focus of the 2008 update to this strategic plan.

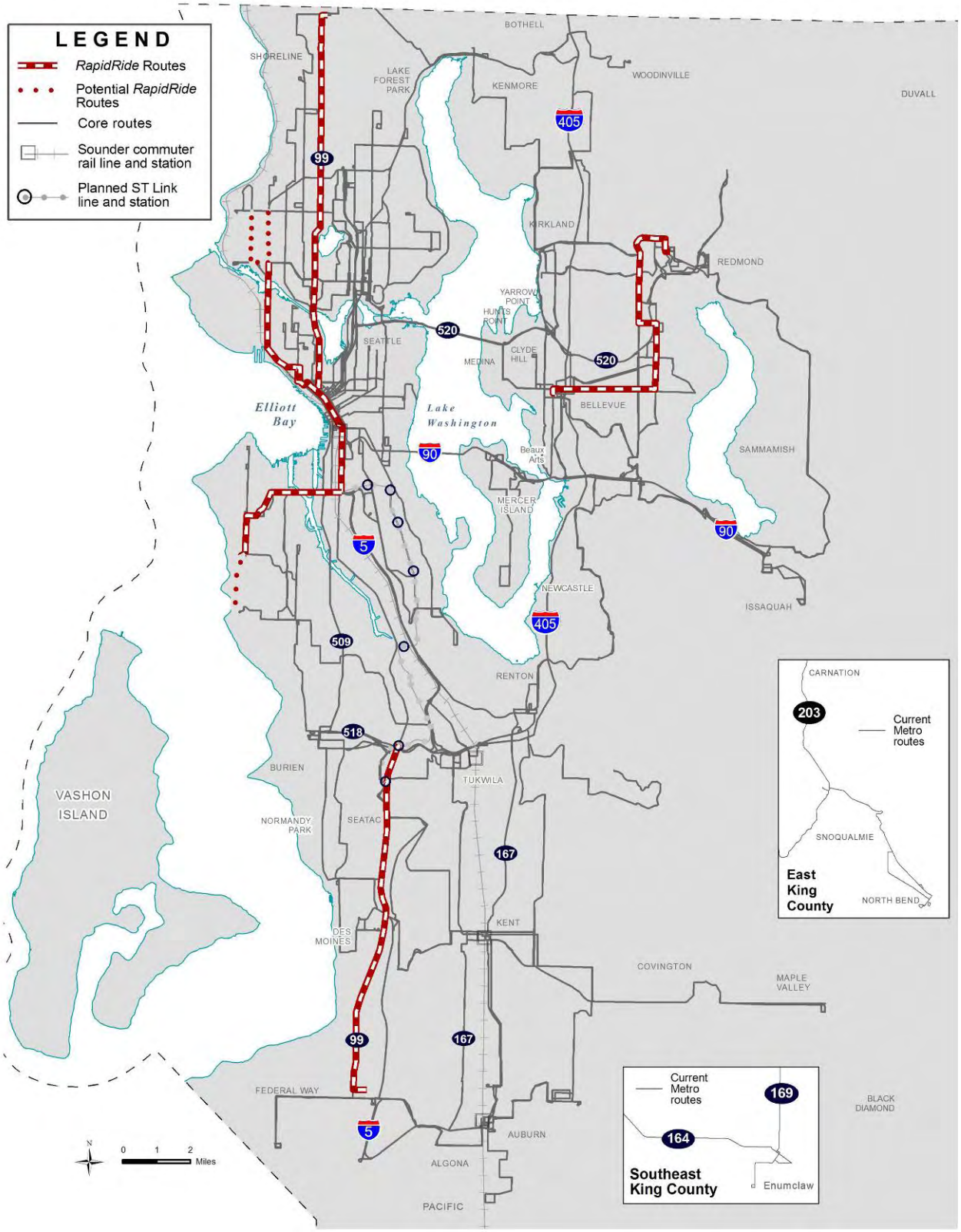
As identified in Exhibit 4-6, the five Metro Transit RapidRide corridors are:

- Aurora RapidRide, connecting Shoreline, north Seattle and downtown Seattle
- Ballard/Uptown RapidRide, connecting Ballard to downtown Seattle along 15th Ave NW and W Mercer Place
- Pacific Highway South RapidRide, connecting Federal Way, Midway, SeaTac and the South 154th Street Link light rail station.
- Bel-Red RapidRide, operating on Northeast 8th Street, 156th Avenue Northeast and 148th Ave NE, connecting downtown Bellevue Crossroads, Overlake and downtown Redmond
- West Seattle RapidRide, connecting West Seattle to downtown Seattle via the West Seattle Bridge

Besides numerous national and international examples of the benefits of bus rapid transit, King County Metro already has experienced the positive benefits of implementing some of the attributes of bus rapid transit. Enhancements in the Aurora Avenue N corridor have already provided more efficient bus service through the area in preparation for RapidRide implementation. Frequency improvements to popular routes serving the corridor have increased ridership in the area. The addition of transit signal priority technology at some intersections along Aurora Ave N and consolidation of stops has also improved transit speed and reliability. The provision of Business Access and Transit (BAT) Lanes on portions of the corridor will provide opportunities for implementing RapidRide services.

The Pacific Highway South RapidRide line is scheduled to be the first RapidRide line in operation, with implementation targeted for early 2010. RapidRide implementation in other corridors will continue throughout the ten-year period of *Transit Now*.

Exhibit 4-6
RapidRide Corridors



Generally, RapidRide will provide enhanced service in corridors already served by Metro Transit, though modifications to existing transit route paths are expected. The financing and staging plan has assumed that existing service investments will go towards RapidRide implementation. Because in most cases this means changes to existing routes, King County Metro is undertaking a planning process with community members in advance of final approval of RapidRide route paths and station/stop locations. An affirmative and advanced recognition of these basic corridor-specific attributes is a pre-requisite for applying specific capital investments in each corridor that will improve the speed, reliability and passenger interface of RapidRide.

Beginning in Fall 2007, King County Metro and jurisdiction staff will establish advisory panels and technical advisory groups to consider technical and public feedback associated with route design attributes. Current work is focused on RapidRide lines that are scheduled for earlier implementation, namely Pacific Highway South, Bel-Red, and West Seattle. King County Metro will seek King County council approval of the specific RapidRide line travel alignment and stop/station locations for these three corridors by early 2008 in order to begin necessary capital improvements in these corridors.

RapidRide implementation for each route will occur in two phases. The first phase will establish the final route, street and facility improvements that require a significant lead time to complete. The second phase will occur between 12 and 18 months prior to implementation of each route, and will consider potential restructures of other Metro Transit routes in conjunction with RapidRide service startup, following King County Metro's regular service change process and public outreach process.

Strategy S-6: Transit Access in Rapidly Developing Areas

Expand service coverage in areas with rapidly developing population growth of sufficient density to support transit service, and with a street network that accommodates non-circuitous transit routing and pedestrian access. For developing areas that do not meet these criteria, provide service capacity at newly built, expanded or leased park-and-ride lots as warranted by ridership demand at those locations. When identified as a subarea priority, make a portion of the new service investment available for innovative vanpool programs to support park-and-ride lot based transit service.

As part of *Transit Now* implementation, King County Metro plans to increase service to growing residential areas within the Urban Growth Area (UGA). These developing areas are illustrated in Exhibit 4-7. The addition of peak service in areas not currently served and the expansion of midday service in some areas with peak only service will provide developing areas with increased transit service. Specific improvements in developing areas will be developed as part of the 2008 update to this Strategic Plan.

King County Metro operates service to 130 permanent and leased park-and-ride lots containing over 23,000 parking spaces. From 2002 - 2007, park-and-ride capacity in King County was expanded by nearly 7,000 spaces. Park-and-ride locations provide access to the bus system for people who do not live near a bus route or who might otherwise commute by auto. These lots also serve as a meeting place for carpool and vanpool partners.

In 2007, park-and-ride system-wide utilization reached 68 percent of capacity. Peak period demand for service and/or parking still exists in some regional corridors where there are overcrowded trips or park-and ride lots at or over capacity. The park-and-ride facilities with the most frequent service are filled beyond capacity. New service hours were added to serve park-and-ride lots throughout 2004-2006. Further improvements to park-and-ride transit service will be evaluated as needed as a result of ridership trends.

Exhibit 4-7
Developing Areas